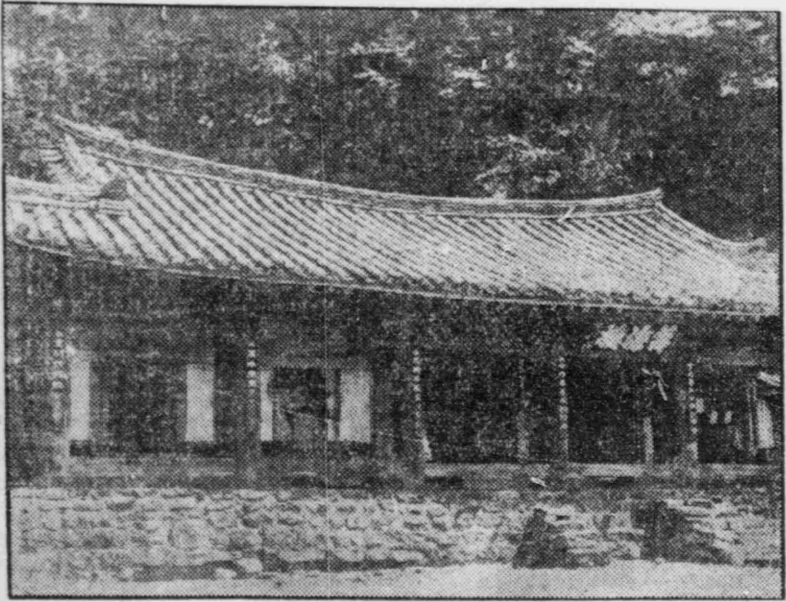


THE THEATER OF THE FIGHTING IN THE FAR EAST



THE HOME OF A RICH KOREAN.

DETAILS OF RUSSIAN AND JAPANESE BASES

Vladivostok, Port Arthur, Yezo Island, Korea, and Other Places as They Really Appear Today.

THE theater of war in the Far East as developed up to date seems to be contained in a quadrilateral drawn from Vladivostok southwest to Port Arthur, east to Chemulpo, north-east to Hakodate, and west to the beginning point. These limits include the principal sea fighting and land engagements. Hakodate is the northernmost point of Japan threatened by the enemy's fleet from Vladivostok, and Chemulpo is on the western coast of the Korean peninsula not far from Seoul, the capital.

Formerly the terminus of the Trans-Siberian Railway, before the seizure of Port Arthur by the rapacious Slav, Vladivostok was founded thirty-five years ago. Within the last decade vast sums were spent to transform the simple fishing village into the fortified "Command of the East." Many forts were built, and in 1898-1900 it contained a garrison of 25,000. In process of construction or completed are three docks, at a total cost of about 60,000,000 rubles; a wharf two and one-half miles long, and extensive barracks. If the Japs held it, it would be considered an impregnable position. Until recently, there was a difficulty in the harbor being icebound from December till April. But now icebreaking machines are used to keep the port clear. Ice, in fact, seems to play a part in the strategy of defense and offense. It is possible for the Russian fleet to make a sortie on the enemy's country, return to Vladivostok, and let the ice freeze round them fast, so that the little brown men cannot get at them. This is no comic opera situation.

A magnificent sight greets the approaching traveler to Vladivostok. Around the shining blue roadstead, large enough to contain a dozen navies, rise the green hills to a height of 800 feet; along the crests appear the white parapets of forts, and below straggles the red-roofed town for nearly five miles. All this lies on the south side of a peninsula called Maruyama-Anursky, of some miles in length. Two narrow passages, divided by Dundas Island, give entrance to the harbor, which bounds north half a mile, and then turns to the east about one mile. The hills, sloping sharply to the water's edge, have been stripped of trees. They were formerly thought to contain gold, where the name Golden Horn. Another name on old charts is Port May.

The steep streets of the town, dusty in dry weather, are lined with plank sidewalks and have a considerable traffic of show-moving droskies, the fair-haired and flat-nosed Russian drivers wear beaver hats with rolling brims, jackets with scarlet sleeves, plaited black skirts, and top boots. The fare is eighty kopeks for thirty minutes—unless there are overcharges. One sees also the picturesque troika, with its middle horse trotting under an arch of wood. All these blonde giants of drivers commune with their steeds in a confidential sing-song which may include criticisms of the "fare" inside.

"What have we got now, little brother?" says the driver to his horse in Siberian dialect. "What have we got now?" is he an American or is he a Cutch? (Meaning Korean.) I don't care for his looks, do you? That's right, give him a good jolting! This place is getting to be the gutter for the whole world."

There is a great variety of dwellings ranging from the mujik's log hut to the coolie's home of mud and the palatial German residence with electric lights. The orthodox Greek Church at the water's edge is of a weird type, a mingling of Greek lines and bulbous Oriental effects, there being two large towers and two smaller ones. At the time this visit was made, the officiating priest had blonde hair and magnificent robes of golden cloth. The worshippers were very devout, doffing their hats outside the church and kneeling through the entire service. On coming out of the church they kissed one another.

Of public buildings there are two hospitals, military and naval clubs, a boys' seminary, where science is unknown, an institute for girls, and a museum. The governor's residence is surrounded by a public garden where the band plays national music in summer. At that season cooling drinks are needed as well as music, for the thermometer reaches 10 degrees Fahrenheit. There are billiard hotels, of which the best have billiard rooms. The Lutheran Church and other denominations are represented. There is a brewery, a photograph studio, greenhouses, brick kilns, banks enough, and sampan ferries in the harbor at ten o'clock.

The main impression one gets is that the streets swarm with big, raw-boned soldiers in dark trousers and great fur coats, swords hung in straps from their shoulders.

Vladivostok has a triple government, more or less independent. The naval station is under an admiral, and

the military under a governor, while the civil community is represented by a mayor and town council. Port Arthur, at the tip of the Manchurian peninsula, between the Bay of Korea and the Gulf of Pechili, is like a claw of the Great Bear threatening the heart of the Chinese empire. It is within easy striking distance of Peking, and equally favorable for attack on the Korean capital. While other nations have established themselves here and there along the coast, Russia has lunged the body of its empire into these territories.

Before it was taken by the peace-loving Russians a few years ago, Port Arthur was a naval arsenal of the Chinese, under the name of Lu-Shun-Kou. The waters of the gulf, entering between two high hills, expand into a harbor which is excellent, though of limited capacity. It is said that not more than four large battleships can find room to maneuver there.

Frowning rocks occupy every hill, and the soldiers swarm everywhere. Vice-roy Alexieff's headquarters are here. At last knowledge of such things, forbidding visitors entry to the fort—the batteries consisted in part of 35 12-inch guns, 44 6-inch, and 52 4-inch rapid-firing guns. The 12-inch weapons have a range of more than seven miles. The barracks in times of peace were for 5,000 troops.

The town is situated a mile to the west, with handsome, wide streets, laid out at right angles. Within the last three years many public buildings and fine dwellings have been put up. The population is cosmopolitan. Life is reckless and picturesque. The summer heat is excessive, and the winter sharp. Port Arthur is really a military and naval stronghold without trade. Its commercial complement is Dalmat.

This is the port whence the Russian cruisers Varieg and Korietz were lately summoned to the doom by the enemy's fleet waiting outside. Here also during the war of 1894 the Japanese sank a Chinese transport and marched twenty-six miles through a difficult country to Seoul, the capital, defeating the Chinese defenders. The ship approaches the harbor through a multitude of small islands in the estuary of the Han. The outer anchorage is a long distance from the inner, and the sampan man is ready to take you ashore or even up the Han, but the railway is the quicker journey to Seoul.

The sea is opalescent until toward the muddy mouth of the river; there are gorgeous sunsets among the many small islands.

The population has been chiefly native, next Japanese, then Chinese, and a very few Westerners. The Americans constructed the Seoul-Chemulpo Railway, and furnished the electrical improvements at the capital. Besides large inland traffic, Chemulpo is the center of a big coastwise trade for which modern vessels are being used. The royal mint was transferred from Seoul to Chemulpo in 1892, partly because the ammunition water at the capital was a handicap to the chemical processes involved. Silver, nickel, and copper coins are made. The smallest is the cash, 500 to the dollar (in 1894), each with a square hole in the center, for the purpose of stringing them together. There is complaint that the copper currency is debased, though one might wonder how it would be possible to debase copper. A Korean counterfeiter has time to imitate cash.

On the eve of the festival of Yakushi, myon Motomachi, the Russian garrison, supposed to be from Vladivostok, threatened Yezo. Two Japanese steamers, while on their way to Otaru, a port on the west coast of Yezo Island, were fired on by four Russian men-of-war. One was sunk and the other escaped. The Russian squadron, when last heard from, endangered Hakodate and the entire coast of Yezo.

This picturesque island is in many ways the pride of Japan. It played small part in the early records, until the Ainu or hairy aborigines were expelled to it from the main island of the Japan group. There is complaint that the Ainu or hairy aborigines were expelled to it from the main island of the Japan group. There is complaint that the Ainu or hairy aborigines were expelled to it from the main island of the Japan group.

The Teugaru Straits, of which Hakodate is the crown, have been sung in song and story, as have also the great royal temples on high ground which are the first evidences of the town. The scenery is volcanic, the hills around bearing traces of upheavals in ancient times. Trade with other ports began in 1880 to make the port important, and the population has rapidly risen, so late report says, beyond the 70,000 mark. Cat-tle breeding has been taken up, and the rich pasture land beyond the town seems well adapted for it. The railway from Otaru to Sapporo, opened in 1880, and since carried into Honan and the coal districts, has aided Hakodate in its commercial progress. The Methodist Episcopal Church of England, Roman Catholic, and Greek Orthodox faiths are well represented.



RUSSIAN SOLDIERS AT PORT ARTHUR.



WINTER PALACE OF THE CZAR AT ST. PETERSBURG.

DEADLY WORK OF TORPEDOES

Japan's wonderful use of the torpedo has brought that deadly agent of destruction again prominently to the attention of the world. Congress is already discussing the advisability of increasing the fleets of torpedo boats, and the countries of Europe are doing the same. The United States can do this without much cost, and the effectiveness of the projectile used by Uncle Sam is bound to be respected, as it is admitted that the best torpedo is made in American factories. Those of Austria are ranked second. They cost about \$3,000 each, but one is capable of wrecking instantly a warship costing four or five million dollars. Once the torpedo strikes the side or bottom of a vessel it is the end of the vessel, and most probably time and time again. Some of the most important torpedo attacks known since the civil war are as follows:

Ylo, Peru, May 23, 1877.—English launch Shah fired one torpedo at Peruvian ship Huascar, in motion at sea, day; missed. Batus, Russia, Dec. 27, 1877.—Two Russian launches fired two torpedoes at Turkish ship Mamudieh, at anchor, night; both probably struck booms. Batus, Russia, Jan. 25, 1878.—Two Russian launches fired two torpedoes, 100 yards range, at Turkish ship, at anchor, foggy night; ship sunk. Valparaiso, Chile, Jan. 27, 1891.—Launch of Congressionalist ship Blanco Enclada fired one torpedo at Balmaedist ship Imperial, at anchor, missed.

Caldera Bay, Chile, April 23, 1891.—Balmaedist's torpedo gunboats Lynch and Cordell fired five torpedoes, 100 to 200 yards range, at Congressionalist ship Blanco Enclada, at anchor, cloudy morning, before dawn; ship sunk. Lynch hit four times, but not damaged.

Santa Catharina, Brazil, April 15, 1895.—Pelotist torpedo gunboat Sampaio and three torpedo boats fired four torpedoes, 350 yards range, at Melolst ship Aquilaban, at anchor, night; Aquilaban sunk; Sampaio hit twenty-five times without being damaged.

Off the Yalu, Sept. 17, 1894.—Chinese torpedo boat fired two torpedoes at Japanese ship Hiyel, in motion, during battle, day; no result. Chinese torpedo boat fired three torpedoes, fifty yards range, at Japanese ship Salkio; no result.

Wei-Hai-Wei, Feb. 2, 1895.—Japanese torpedo boats attacked Chinese fleet, at anchor, night; assailants fired upon, attack abandoned. February 5, 1895.—Ten Japanese torpedo boats fired ten torpedoes, 330 yards range, at Chinese ships Ting Yuen and Lai Yuen, at anchor, dark night; Ting Yuen sunk; one torpedo boat sunk and twelve men lost, another boat ran ashore; only one uninjured. February 6, 1895.—Six Japanese torpedo boats attacked Chinese ships Lai Yuen,

Wei Yuen and Ching Yuen, at anchor, dark night; Lai Yuen captured.

Off San Juan, Porto Rico, June 22, 1895.—Spanish torpedo boat destroyer Terror attacked the auxiliary cruiser St. Paul, day. Terror practically destroyed. One officer and two men killed, others wounded.

Off Port Arthur, Feb. 9, 1904.—Four Japanese torpedo boats attacked the Russian ship Retvizan and Charovitch, day. Retvizan and Charovitch were destroyed. Second attack. Day. Japanese fleet and torpedo flotilla attacked Russian ships. Disable battleship Poltava and cruisers Boyarin and Novik.

The American torpedo not only has the power to blow up any ship afloat, but its intricate and delicate mechanism makes certain its path under the water. The variations from its course are so slight that it can be fired from the launching tube with the same confidence in its ability to reach the target as when the seacoast artilleryman fires a steel shell from a heavy gun.

The torpedo is built of steel in the shape of a pear, with a big double-bladed tail. Ready for firing it weighs 1,100 pounds, but its weight in water is but a half pound. Its length is 5 meters (about 16 feet 5 inches), its greatest diameter 45 centimeters (17.7 inches). The walls are made of the finest forged steel to resist the enormous air pressure. Bronze bulkheads separate the sections. Compressed air is the motive power.

The principal feat in the construction of the road was throwing an eight-span bridge across the great river Han, three miles from Seoul. This bridge, 1,650 feet long, was sent across the Atlantic in pieces on a special vessel. It made the Koreans open their eyes to see a three-masted schooner come blundering safely into the half-charted Korean port under the firm hand of a Yankee skipper;

but their wonder became amazement when the strange pieces of iron it bore as cargo were carried twenty-five miles inland and swung safely above the mud slides of the chief river of Korea. The total length of the bridge is 2,450 feet, including approaches. Upon completion a Japanese company secured the road.

This road had its terminus without the west gate of Seoul. American enterprise now put on foot an electric railway running from the railway terminus into Seoul, through the city, and out to the tomb of the murdered Empress Min, three miles east of the city, and a Mecca for Koreans. The Seoul Electric Company was organized; it comprised Korean and American capital. The franchise came from the department of public works. The company was capitalized at \$300,000; one-half of this sum was immediately paid to the same construction company which had built the Seoul-Chemulpo Railway.

The railroad from Chemulpo to Seoul, which is likely to become one of the principal factors in deciding the fate of either Japan or Russia, is of American construction. It was recently, however, sold to Japan. The railroad was constructed by the American and Oriental Construction Company, formed by Messrs. Colburn and James of Denver and Chattanooga, respectively. In the building of the road W. C. Carley was first engineer in charge; H. R. Bostwick, auditor, and S. F. Phillips, superintendent in charge.

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KOREAN MEANS OF TRAVEL.

JAPAN'S BIG VICTORY AT THE YALU RIVER

Authentic Description of a Fight Which May Be Duplicated When the Opposing Fleets Meet.

THE world is wondering what is going to happen when the Japanese and Russian fleets meet on an equal footing as to numbers of men, vessels and guns. Naval experts themselves are in doubt, though they are inclined to favor the Japanese. Just what the fleets are likely to do can only be foretold in a degree in judging from battles of the past. As to these battles Russia has had none of importance in a quarter of a century, while Japan won laurels in crushing the Chinese fleets in the fight off the Yalu nearly ten years ago. The latter indicates something of Japanese prowess, and is interesting. The best account of the fight was written by a former officer of the United States navy, Commander Philo N. McGiffin, who was in charge of the Chinese armored cruiser, the Chen Yuen. In his account Commander McGiffin says:

"The opposing forces consisted of twelve ships on the Japanese side—one small gunboat and another a converted merchantman—and of twelve ships on the Chinese side—two ironclads, two armored cruisers, two protected cruisers, two torpedo cruisers, two Armstrong cruisers, a coast defense ship, and a corvette.

"Monday, the memorable seventeenth of September, was a beautiful day; a light breeze gently ruffled the surface of the water. The forenoon passed as usual. At 2:15 o'clock each ship went to general quarters, cleared for action and for an hour exercised the crews at the guns, no one dreaming that the results of our training were so soon to be tested. All boats had been left behind, save one six-inch gunboat, which was sighted by the enemy's fleet. In case of disaster, quarter was not expected, nor was surrender contemplated.

"The fate of the ships was to be the fate of the crew. The heavy steel gun shields, one inch thick, and over thirty feet in diameter, which covered the two pairs of 20.5-centimeter (12.2-inch) Krupp on the ironclads, had been removed. All unnecessary woodwork, rigging, etc., had been taken away; the side wings of the bridge cut off; all handrails and ladders removed, and rope or wire life lines and Jacob's ladders substituted where possible. The ships had been painted an 'invisible gray.' Hammocks were placed as a small protection to the men at the quick-firing guns, and within the superstructure sand bags were piled along the sides, about three feet deep and four feet high. Lying inside of these, on deck, were kept some dozens of 100-pound shot and shell for the 6-inch guns to promote quick service. Coal in bags was also utilized for protection when possible.

"When the bugles sounded action but little remained to be done save to lower to the deck the ventilators or wind sails, to close the scuttles, water-tight doors, etc., and so to stations. The Chen Yuen's forenoon routine had been carried out and the cooks were preparing the midday meal when the smoke from the enemy's ships was sighted by the lookout men at the mastheads and before even a signal could be made from the flagship the bugles throughout the fleet were sounding merrily the officers' call and action."

"In far less time than it takes to read these lines signals had been made from the Ting Yuen to 'weigh immediately,' and never were cables shorter in and anchors weighed more speedily. The old Chao Yung and Yang Wei, being always longer in weighing anchor, were left astern. As the two fleets approached each other officers and men eagerly strained their eyes toward the magnificent fleet of their country's hereditary foe, and on all sides there were animation and confidence.

"The Japanese formed into two squadrons, a flying squadron of four ships, and a principal squadron of six ships, with a gunboat and a converted merchantman inside.

"The twenty-four ships, trim and fresh in their paint and their bright new hunting, and gay with fluttering signal flags, presented such a holiday aspect that they were not there simply for a friendly meeting. On the Chen Yuen, dark-skinned men, with queues tightly curled around their heads and with arms bared to the elbow, clustered along the decks in groups at the guns, waiting impatiently. Sand was sprinkled on the decks, and more was kept handy against the time when they might become slippery. Here and there a man lay flat on deck with a charge of powder in his arm, awaiting to spring up and pass it on when it would be wanted.

"The crisis was rapidly approaching. Every man's nerves were in a state of tension, which was greatly relieved as a huge cloud of white smoke belching from the Ting Yuen's starboard bar-bette 'opened the ball.' Just as the projectile threw up a column of white water a little short of the Yoshino, a roar from the Chen Yuen's battery seconded the flagship's motion. It was exactly 12:30 p. m. and

the range as found on the Chen Yuen was 5,200 metres. On our side the firing now became general from the main batteries, but it was about five minutes before the Japanese replied.

"As they opened fire the Chinese quick-firing Hotchkiss and Maxim-Nordenfledt three and six pounders joined in, and therefor the conflict was almost incessant. Like ours, the enemy's first shot fell short; but with an exultant chuckle we noted that a shot from one of our 12-inch guns had struck one of the Japanese leading ships. The bridge of the Chen Yuen, although some thirty feet above the water, was very soon soaked, as was, indeed, the entire exposed surface of the engaged side, by spray thrown up by the enemy's shells struck the water a little short. Many of the men at the guns were wet through. Everyone in the conning tower had his ears stopped with cotton, yet the din made by projectiles rattling up against the outside of its 10-inch armor was a serious annoyance.

"During the early part of the engagement the Tai Yuen, with her faint-hearted commander, Fong, had bobbed, and made for Port Arthur. Almost at once the outrageous example of Captain Fong was followed by the commander of the Kwan Chia, who turned tail and later ran his ship aground on a reef outside of Tallienwan.

"Our fleet was now reduced to eight vessels. As the Japanese fleet approached, it steamed along our front from left to right, the principal squadron at close range, the flying squadron further away. The latter gun reaching our right flank, turned it and poured in a heavy cross fire on the extreme wing, the Chao Yung and Yang Wei receiving most of it.

"These two old-fashioned cruisers were soon set on fire and rendered useless.

"As a forlorn hope, the ill-fated vessels made for the nearest land, feeling which the Japanese converted merchantman Salkio made for them. The batteries of the ironclads were trained on the Salkio, and two Chinese torpedo boats that had been inside the Yalu River at the beginning of the engagement came out to the rescue of the burning Chao Yung and Yang Wei, the Salkio then abandoning the pursuit.

"By this time the flying squadron had altered course sixteen points to port, and were returning, evidently to succor the gunboat Akagi, who was in a perilous plight, having been hit by a very pretty close range, and was now steering wildly, her mainmast gone, her commander killed, and her battery dismantled.

"It was now about 2 p. m.; the Japanese flagship leading the principal squadron had reached our right wing, flanking it, steamed down again in the opposite course. The Hiyel, last in line, was almost ahead of the Ting Yuen, having already been engaged by the Chih Yuen on our flagship's left. Her distance from her next in line ahead was increasing, and the two ironclads sumably seeing that his slow old ship could not keep up with the rest, and being already on fire, fearing to continue on, and receiving the fire of both ironclads and of the King Yuen, Lai Yuen, and Ching Yuen, boldly decided to make a short cut between the two ironclads and rejoin his comrades on the other side. This was splendidly done.

"As his ship passed between the two big ships we fired into him point blank. It was impossible to miss, and flying material showed that we did not. 'Done for,' we used shell she would have been 'done for.'"

"From this time the Chinese formation was broken into an irregular group. Bearing down on us on the one hand were the ships of the principal squadron in line ahead, keeping perfect station, while on the opposite side were those of the flying squadron. We were thus between two fires.

"The Japanese now seemed to ignore the four smaller Chinese vessels; and the five ships of its principal squadron steamed around our two ironclads, pouring in a storm of shell. Time and again fire broke out between the two ironclads of our line consequent upon being out-maneuvered, the Chih Yuen passed under our stern and joined the Lai Yuen and surviving ships of the right wing. The Ping Yuen and Kwang Ping, now coming up, threatened the Akagi and Salkio, but signals were made on the Matsushima, and the flying squadron was ordered to cover the endangered vessels.

"About this time the Chih Yuen boldly if somewhat foolishly bore down on the flying squadron's line. Just what happened no one seems to know, but apparently she was struck below the water line by a heavy shell, she plunged, it was first into the depths, righting herself as she sank, carrying down all hands.

"At about 3 o'clock the Matsushima, closed upon the Chen Yuen to a distance of 1,300 meters, and we fired one of our shells with a bursting charge of ninety pounds of powder into her, causing great damage.

"At 5:30 p. m. the enemy withdrew, leaving us completely exhausted of ammunition, save for the three shots left in the guns."